

§ 25.1207

(f) No fire or overheat detector system component for any fire zone may pass through another fire zone, unless—

(1) It is protected against the possibility of false warnings resulting from fires in zones through which it passes; or

(2) Each zone involved is simultaneously protected by the same detector and extinguishing system.

(g) Each fire detector system must be constructed so that when it is in the configuration for installation it will not exceed the alarm activation time approved for the detectors using the response time criteria specified in the appropriate Technical Standard Order for the detector.

(h) EWIS for each fire or overheat detector system in a fire zone must meet the requirements of § 25.1731.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-23, 35 FR 5678, Apr. 8, 1970; Amdt. 25-26, 36 FR 5493, Mar. 24, 1971; Amdt. 25-123, 72 FR 63405, Nov. 8, 2007]

§ 25.1207 Compliance.

Unless otherwise specified, compliance with the requirements of §§ 25.1181 through 25.1203 must be shown by a full scale fire test or by one or more of the following methods:

(a) Tests of similar powerplant configurations;

(b) Tests of components;

(c) Service experience of aircraft with similar powerplant configurations;

(d) Analysis.

[Amdt. 25-46, 43 FR 50598, Oct. 30, 1978]

Subpart F—Equipment

GENERAL

§ 25.1301 Function and installation.

(a) Each item of installed equipment must—

(1) Be of a kind and design appropriate to its intended function;

(2) Be labeled as to its identification, function, or operating limitations, or any applicable combination of these factors;

(3) Be installed according to limitations specified for that equipment; and

(4) Function properly when installed.

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(b) EWIS must meet the requirements of subpart H of this part.

[Docket No. 5066, Amdt. 1-6, 29 FR 18333, Dec. 24, 1964, as amended by Amdt. 25-123, 72 FR 63405, Nov. 8, 2007]

§ 25.1303 Flight and navigation instruments.

(a) The following flight and navigation instruments must be installed so that the instrument is visible from each pilot station:

(1) A free air temperature indicator or an air-temperature indicator which provides indications that are convertible to free-air temperature.

(2) A clock displaying hours, minutes, and seconds with a sweep-second pointer or digital presentation.

(3) A direction indicator (non-stabilized magnetic compass).

(b) The following flight and navigation instruments must be installed at each pilot station:

(1) An airspeed indicator. If airspeed limitations vary with altitude, the indicator must have a maximum allowable airspeed indicator showing the variation of V_{MO} with altitude.

(2) An altimeter (sensitive).

(3) A rate-of-climb indicator (vertical speed).

(4) A gyroscopic rate-of-turn indicator combined with an integral slip-skid indicator (turn-and-bank indicator) except that only a slip-skid indicator is required on large airplanes with a third attitude instrument system useable through flight attitudes of 360° of pitch and roll and installed in accordance with § 121.305(k) of this title.

(5) A bank and pitch indicator (gyroscopically stabilized).

(6) A direction indicator (gyroscopically stabilized, magnetic or non-magnetic).

(c) The following flight and navigation instruments are required as prescribed in this paragraph:

(1) A speed warning device is required for turbine engine powered airplanes and for airplanes with V_{MO}/M_{MO} greater than $0.8 V_{DF}/M_{DF}$ or $0.8 V_D/M_D$. The speed warning device must give effective aural warning (differing distinctively from aural warnings used for other purposes) to the pilots, whenever the speed exceeds V_{MO} plus 6 knots or